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IN REPLY REFER TO
AGAM-P (M) (11 Mar 68) FOR OT RD-674057

14 March 1968

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d
Combat Support Aviation Battalion, Period Ending 31 October
1967 (U)**

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

**KENNETH G. WICKHAM
Major General, USA
The Adjutant General**

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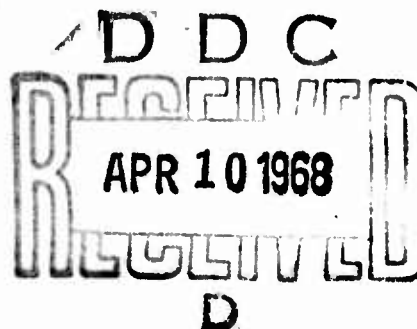
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3
DEPARTMENT OF THE ARMY
HEADQUARTERS 223D COMBAT SUPPORT AVIATION BATTALION
APO San Francisco 96238

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967
(RCS CSFOR-65)

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SECTION I Significant Organisational Activities

1. (U) General

a. During the reporting period, the 223d Combat Support Aviation Battalion continued to render support to counterinsurgency operations in the II Corps Tactical Zone, to the fullest extent possible. The 212th Combat Aviation Battalion became operational on 19 August 1967 and thus gained control of Army Aviation elements in I Corps. The 223d Combat Support Aviation Battalion was then relieved of command, administration and logistical responsibilities of the 131st Surveillance Airplane Company, 220th Reconnaissance Airplane Company and the 282d Assault Helicopter Company. On 15 September 1967, this battalion was also relieved of administration and personnel responsibilities for the 196th Assault Support Helicopter Company. This change has enabled the 223d Combat Support Aviation Battalion to concentrate its entire effort to providing fixed wing aviation support to US Forces, Free World Military Assistance Forces and ARVN Forces within the II Corps Tactical Zone. During the period 1 August - 31 October 1967, the battalion had the distinction of being visited by the following:

(1) Colonel David G. Gust, Deputy Commander, 1st Aviation Brigade visited the 223d Combat Support Aviation Battalion on 13 August 1967.

(2) On 29 August 1967, the Commanding General of the 1st Aviation Brigade, Major General George P. Seneff, visited the Battalion. General Seneff was briefed on the battalion's operations and inspected the battalion's facilities.

(3) Colonel Parson, Assistant Commandant of the U.S. Army Aviation School visited the battalion on 23 September 1967. A conference was held by Colonel Parson to discuss and evaluate the effectiveness of fixed wing training at the USAAVNS in preparing aviators for RVN operations.

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AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

(4) On 1 October 1967, Major General Robert R. Williams, Commanding General, 1st Aviation Brigade, was the honored guest during the 223d Combat Support Aviation Battalion Change of Command Ceremony. Lieutenant Colonel Leslie H. Gilbert assumed command of the aviation battalion vice Lieutenant Colonel John H. Richardson.

The battalion, on 28 August 1967, completed its move into the newly constructed headquarters building on the east side of the Qui Nhon Army Airfield. This construction project not only enabled centralization of the Battalion Staff but provided more favorable working conditions and building facilities. Through the excellent cooperation and effort of all concerned with the building construction the project was a success. A new BOQ in the battalion area is now under construction to provide adequate quarters for all staff members.

b. (U) The 18th Aviation Company has continued to meet its mission requirements in all four Corps Areas of the Republic of Vietnam and MAAG-Thai, Thailand with flight platoons located at Da Nang, Pleiku and Nha Trang, and one aircraft in Bangkok, Thailand.

The primary task at the Company Headquarters in Qui Nhon is maintenance support of the flight platoons. The company's availability rate was eighty percent during the quarter, which represents a three percent increase over last quarter. Also, the 18th Aviation Company's U-1 Aircraft are presently being retrofitted with the new ARC 54 radio. The company area improvement and general environment upgrade program has steadily progressed through the quarter. The completion of the mess hall renovation was accomplished, a new company theater is nearing completion and the Orderly Room is undergoing renovation.

The First Flight Platoon continued to support the 5th US Special Forces Group and the 3d US Marine Amphibious Force. The 5th US Special Forces Operation Delta started on 15 September 1967 for a duration of forty-five days. The platoon, utilizing its U-1 aircraft and a U-6A aircraft on loan from USARV Flight Detachment to augment the platoon resources, has flown on an average more than ten hours per day in support of "Operation Delta".

The Second Flight Platoon at Pleiku continued to support the II Corps Area, JUSPAO and the 5th US Special Forces Group and MAAGTHAI in Bangkok. A relocation of aircraft from HOLLOWAY AAF to New Pleiku is planned, but has not been accomplished as anticipated due to a shortage

5
AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

of ramp space and the present number of aircraft based at the field. The relocation is planned in that the 5th Special Forces, whom the 18th Aviation Company supports and billets with is in close proximity to the Pleiku Air Force Base which would afford closer coordination and decrease transport time. Tragedy struck the Second Platoon during the month of August with the loss of an aircraft and the crew, which resulted in a reduced operational capability.

The Third Flight Platoon (PROV) continues to support the 5th U.S. Special Forces Group and JUSPAO throughout all four of the Corps areas.

c. (U) During this period, the 183d Reconnaissance Airplane Company has continued to perform its visual reconnaissance mission in support of the II Corps visual reconnaissance program within its four assigned provinces. On 1 September 1967, the 185th Reconnaissance Airplane Company assumed this company's mission in Darlac, Quang Duc and Lam Dong Provinces. The airplanes and crew made available by this change were redistributed in Binh Thuan, Ninh Thuan, Khanh Hoa and Tuyen Duc Provinces. These four provinces encompass some 19,200 kilometers of jungle, mountains and coastal plains. In addition, a four airplane section of the first platoon continued in direct support of the Americal Division Artillery at Chu Lai. This section has supported the Americal Division for the entire period and has been primarily responsible for that organization having the highest ratio of observed artillery fire to unobserved fire, in Vietnam. Also, the company has continued to support the U.S. Special Forces Recondo School at Nha Trang, on an on call basis, the U.S. Navy Coastal Surveillance Center for coastal observation between Tuy Hoa and Phan Thiet and has assumed the responsibility of flying a dawn and dusk visual reconnaissance of the Dong Ba Thin - Cam Ranh Bay defensive perimeter in coordination with the area defense Commander. Assumption of this mission has released a helicopter gunship section for utilization on other missions.

Active participation by company aviators in combat operations within their supported province has been exemplary. In the Americal Division area of operations, the 183d Reconnaissance Airplane Company has been highly praised for its contribution to the success of the division's combat effort. This is evidenced by the fact that three of the four aviators stationed there have been recommended for valorous awards by the division for actions above and beyond the call of duty. CWO Louis F. Keenen, Captain David B. Murray and First Lieutenant James R. Bassell have all been recommended for Distinguished Flying Crosses. CWO Keenen for saving his aircraft and observer, although seriously wounded, by making a safe landing at an insecure

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

airfield with no aileron control; Captain Murray for destroying a fortified Viet Cong base area and gathering intelligence upon which highly successful subsequent operations were executed; and Lieutenant Bazzell for saving an ARVN unit from certain annihilation by the Viet Cong. In Ninh Thuan province, Captain Richard H. Kamerling has been cited for routing a company of Viet Cong who were massing to attack a friendly hamlet at night. In that action, he was credited with seven Viet Cong KIA and fifteen Viet Cong WIA confirmed.

Through the concerted efforts of all members of the company, many improvements have been made throughout the company area to provide efficient working facilities, better security and more comfortable living conditions. Projects that have been completed or are in progress are: a covered permanent command bunker and two covered permanent personnel bunkers, perimeter guard tower with a sandbag revetted bunker, extension to unit day room to facilitate forming of an EM Club, continuous improvements to unit mess hall, aircraft maintenance hangar is being constructed by the 14th Engineer Battalion, hot water has been piped to the troop showers and eight O-1 aircraft revetments were constructed.

During this reporting period, the 183d RAC "adopted" a new orphanage in the Village of Ba Gnoi, Khanh Hoa province. The men of this unit through donations and their own time have contributed to the improvement of living conditions, health and happiness of fifty children. Through coordination with the 10th Aviation Battalion flight surgeon, regular weekly MEDCAP visits to the orphanage are being made, also, a young woman, who is employed in the 183d RAC Mess Hall as a KP, was taken to Saigon to an eye specialist for examination and fitting of an artificial eye lost as a child. Even though the operation is being done free by the Vietnamese hospital, considerable cost is involved in obtaining an artificial eye and billeting the woman in Saigon for approximately six weeks. This expense is voluntarily being met by the men of the 183d RAC.

Presently thirty-three percent of the enlisted personnel of the company are serving on extensions in RVN. It is felt that this is a primary indication of the high state of morale in the company.

d. (U) The 185th Reconnaissance Airplane Company during the past quarter moved from its staging area at Dong Ba Thin by convoy to its permanent in-country location at Ban Me Thout. The company carried with it twenty three tons of WABTOC and TO&E equipment plus essential materials and supplies for the construction of its cantonment area. Departure from Dong Ba Thin was made at 0740 hours on 1 August 1967 via vehicle convoy

7

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

by way of Highway 1 to Ninh Hoa and Highway 20 to Ban Me Thout. The road opening operation by the 23d ARVN Division was delayed and the unit was forced to spend one night in an open field along side the road at Duc My. The movement of the unit the following day encountered no unforeseen delays and it closed into Ban Me Thout (Coordinates: AQ 061001) at 1400 hours, where it moved into a tent city located at Camp Coryell.

Through the concentrated efforts of all members of the company, under the supervision of personnel from the 14th Engineer Battalion, construction of the company's permanent buildings and the new cantonment area was carried out throughout the months of August and September. A total of ten buildings were constructed which were an orderly room, mess hall, two EM barracks, one senior NCO barracks, two officer BCQ's, a supply and storage room, one operations building and one maintenance and technical supply building. Two additional structures, the motor pool building and an aircraft maintenance hangar will be constructed in the near future as requests are approved and materials become available.

The construction of the main aircraft parking ramp was completed on 15 September 1967, since then, sixteen ten foot high aircraft revetments have been erected. These revetments were built in accordance with engineer specifications and are constructed of two by four frame work, covered with three quarter inch marine plywood and filled with earth. With the completion of the ramp and the aircraft revetments, the 14th Engineer Battalion terminated its mission in support of the 185th Reconnaissance Airplane Company and departed 17 October 1967. Since then additional construction and improvements have been done on a self-help basis.

* * On 25 August 1967, personnel and equipment of the first and second platoons moved by the aerial port system to their designated province locations in preparation to going operational. The company assumed operational responsibilities for five provinces (Phu Yen, Phu Bon, Darlac, Quang Duc, Lam Dong) within the II Corps area on 1 September 1967.

Since its arrival in country, the 185th RAC has lost four aircraft which has reduced the units capability to fulfill its operational mission. These aircraft have been lost as a result of aircraft accident and combat losses and have been dropped from the unit's property books.

e. (C) The 203d Reconnaissance Airplane Company's advance party arrived by air carrier at Phu Hiep (Coordinates: CQ 201362), Republic of Vietnam, their in-country location, on 19 October 1967. The advance party, consisting of six key officers and four enlisted men, were processed and

CONFIDENTIAL

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AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

given an in-country briefing by the 223d Combat Support Aviation Battalion at Qui Nhon. The Company Commander, Major Charles A. Stephenson III, was briefed on the occupation of the unit cantonment area in the Phu Hiep complex and the proposed stationing plan for the company's O-1 assets. Approval of the construction request for permanent type buildings has not been received as this reporting period ends.

Lieutenant Colonel Leslie H. Gilbert, 223d Combat Support Aviation Battalion Commander, welcomed the main body in-country upon their arrival, 27 October 1967, at Cam Ranh Bay. Through maximum coordination, the entire main body was immediately air-lifted by the Air Force to its in-country location. This operation required a minimum of three hours for completion. The unit's aircraft arrived 19 October 1967 at Vung Tau. A reassembly team was dispatched immediately to Vung Tau to begin reassembly operations.

As this reporting period ends, the following projects are in progress or have been completed.

- (1) Thirteen aircraft have been delivered to in-country location.
- (2) Revetments for aircraft are scheduled to begin immediately.
- (3) A comprehensive in-country flight training program will be conducted and supervised by other reconnaissance companies' instructor pilots in accordance with prescribed visual reconnaissance techniques and procedures.
- (4) Mess hall and latrines are projected to be completed in seven days.
- (5) Installation of 2.75" rocket tubes is presently being accomplished.

The enthusiasm, morale and esprit de corps displayed by each individual member of the company is commendable.

f. (C) During the past quarter, the 219th Reconnaissance Airplane Company continued its primary mission of visual reconnaissance of the northern portion of the II Corps Tactical Zone. In conjunction with the visual reconnaissance program for the Pleiku, Kontum, and Binh Dinh Provinces, the company provided continuous support for the many ARVN and U.S. Forces operations conducted in these areas. Radio relay during daylight hours was

4

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AWGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

given to the 5th Special Forces' Operation Omega, conducted in Pleiku Province. While supporting the 4th Infantry Division's Operation "Francis Marion", "Greeley" and "McArthur", two significant contacts occurred involving aircraft of the 219th RAC. After the first contact on 4 September 1967, which resulted in five enemy KIA and three captured, Captain Charles W. Barnes and Warrant Officer O'Dell Owens were awarded DFC's for their extraordinary achievement in locating and effecting the destruction of the enemy force. The second action, involving Captain Barnes again and Lieutenant Arthur Morecraft, resulted in forty-nine North Vietnamese Army KIA and three captured. During both of these contacts, the aviators spotted the enemy force while on routine visual reconnaissance missions, marked the targets, called in Army and Air Force air support, and directed and controlled combat assaults into the target area.

As an indication of the exceptionally high degree of unit morale, the 219th Reconnaissance Airplane Company is currently operating with an enlisted extension rate in excess of twenty-five percent. This high morale can be largely attributed to the outstanding leadership displayed by the officers and NCO's, the good living conditions provided by the "Self-help" program of the company, and the proven value, importance and accomplishment of the mission of the company.

With the arrival of newly formed O-1 companies and their subsequent deployment in Vietnam, the 219th Reconnaissance Airplane Company has been gradually consolidating its assets into the northern three provinces of the II Corps Tactical Zone. Present plans indicate that by the middle of next quarter, the company will be operating solely in the Kontum and Pleiku Provinces.

g. (C) The 225th Surveillance Airplane Company, completely operational, flew day photographic, night infrared and side looking airborne radar support of IFFV Headquarters. The unit is providing information and intelligence to counter insurgency activities throughout the II Corps area and provides support to all American and Allied Divisions and separate brigades.

The company operates on a twenty four hour per day basis with seventy five percent of the flights conducted during the hours of darkness. SLAR missions are conducted primarily in support of the Navy's Coastal program of detection and detaining unauthorized shipping. The missions are conducted at night under VFR and light IFR conditions under radar control off the coast. Close coordination is maintained with on-site naval "Swift Boats" and all moving targets are reported. Border surveillance coverage has been performed, both day and night, to build up a data base and to assist the 4th Infantry Division in their intelligence collection

10

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

plan. Ninety-five percent of infrared missions are conducted at night and occasionally during the early evening hours. All missions are in support of the entire Corps area and generally consist of from two to four target areas. Visual Reconnaissance is conducted during daylight hours. The present aerial surveillance flying program within each twenty four hour period is as follows.

(1) VR/VP - One morning mission of two sorties and one afternoon of two sorties.

(2) SLAR - two night missions.

(3) IR - Four night missions.

During this reporting period, the 225th SAC has flown an average of twenty five to thirty hours daily. The company has averaged six hundred hours per month and has flown more than twenty four hundred hours since becoming operational.

2. (C) Intelligence and Counter Intelligence

a. Personnel Security. Units are failing to follow through on personnel security actions prior to departing CONUS. Paragraph 18, USARV Regulation 604-5, requires no validation of final clearances for personnel arriving in-country as part of a unit; final clearances previously granted or validated by that unit at last CONUS duty station remain valid. Also, unit intelligence/security officers are not insuring that personnel performing duties which require access to classified defense information have been properly investigated and access granted prior to departure for duty in RVN. Some CONUS U.S. Army Schools and installations are failing to initiate personnel security actions for students performing duties in MOS's which require access. For instance, the Electronics school at Fort Huachuca, Arizona does not request clearances for enroute TDY enlisted students who are assigned to Mohawk units in Vietnam. Common MOS's in this category are 05C, 26E, 26M, 26N, 35L, 71P and 84G. The result is that these school trained enlisted personnel arrive in RVN without necessary security clearances and a sizeable portion of their twelve months tour is unproductive due to the lack of a security clearance. This has been brought to the attention of higher headquarters.

b. CONUS unit commanders are failing to comply with Department of the Army policy which requires screening personnel records of enlisted personnel in pay grades E6, E7, E8 and E9 and a national agency check

CONFIDENTIAL

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AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

initiated for all personnel who have not been granted a SECRET or higher security clearance or for whom a national agency check has not already been initiated. In May 1967, the battalion S-2 established inprocessing procedures which insure submission of a request for a National Agency Check before a newly assigned E6 or above is further assigned to a subordinate unit.

3. (C) Operations:

a. Operations: The 223d Combat Support Aviation Battalion flew a total of 18,581 sorties and 22,802 hours in support of operations in Vietnam from 1 August - 31 October 1967. The reconnaissance airplane companies flew 13,436 sorties and a total of 17,541 hours in support of the visual reconnaissance program and other commitments in the II Corps Tactical Zone. Battalion OV-1 aircraft flew 851 sorties and 1,801 hours. The 18th Utility Airplane Company (U-1A's) flew 4,294 sorties and 3,460 hours. The 18th UAC also transported 373 tons of cargo and airlifted 11,236 passengers.

b. Mandatory training requirements were met covering subjects required by current directives. This training is conducted at company, platoon or section level as necessitated by tactical deployment.

4. (U) Logistics: (See paragraph 5, Part II)

5. (U) Civil affairs: None

6. (U) Personnel:

a. From the period 1 August - 31 October 1967, the Battalion suffered twenty one casualties with six resulting in death.

b. Command Changes:

(1) Major James T. Bridges assumed command of the 18th Utility Airplane Company on 21 August 1967 vice Lieutenant Colonel John L. Yunker.

(2) Major Phillip Caldwell assumed command of the 185th Reconnaissance Airplane Company on 18 September 1967 vice Major Billy Chafin.

(3) Major Fletcher H. Maffett assumed command of the 219th Reconnaissance Airplane Company on 23 September 1967 vice Major Eucie Spencer.

(4) Lieutenant Colonel Leslie H. Gilbert assumed command of the 223d Combat Support Aviation Battalion on 1 October 1967 vice Lieutenant Colonel John H. Richardson.

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

(5) Captain Harold Helms assumed command of the Headquarters and Headquarters Detachment, 223d Combat Support Aviation Battalion on 25 October 1967 vice First Lieutenant Glenn J. Bricker.

c. The following is a list of authorized and assigned strength and awards recommended and awarded as of 31 October 1967:

	<u>OFF</u>	<u>AUTH</u> <u>WO</u>	<u>EM</u>	<u>AGG</u>	<u>OFF</u>	<u>ASG</u> <u>WO</u>	<u>EM</u>	<u>AGG</u>
HHD	21	2	86	109	15	2	86	103
18th	16	38	119	173	12	21	83	116
256th	1	1	50	52	1	1	42	44
163d	1	0	8	9	1	0	8	9
183d	32	1	95	128	24	3	98	125
219th	41	1	115	157	30	6	98	134
343d	3	0	25	28	3	0	25	28
203d	32	1	95	128	29	1	90	120
225th	12	15	181	208	22	0	181	203
821st	0	1	17	18	1	0	20	21
589th	1	1	38	40	1	1	34	36
185th	32	1	97	130	24	2	92	118
TOTALS:	192	63	928	1183	165	37	857	1059

13 AWARDS RECOMMENDED AND AWARDED FOR THE MONTHS OF AUGUST, SEPTEMBER AND OCTOBER 1967

AWARD	<u>AUG</u>		<u>SEP</u>		<u>OCT</u>		<u>TOTAL</u>	
	RECD	AWD	RECD	AWD	RECD	AWD	RECD	AWD
SILVER STAR	0	0	0	0	1	0	1	0
LEGION OF MERIT	2	1	1	0	1	0	4	1
DIST FLYING CROSS	5	6	6	1	9	1	20	8
SOLDIER'S MEDAL	0	2	0	0	0	0	0	2
BRONZE STAR (Ser)	16	5	11	7	9	9	36	21
BRONZE STAR (Ach)	1	0	1	0	1	1	3	1
BRONZE STAR (Val)	1	0	0	0	0	0	1	0
AIR MEDAL	55	60	68	22	29	80	152	162
AM CLUSTERS	124	298	249	64	49	102	422	464
AIR MEDAL (Val)	1	1	2	0	1	5	4	6
ARCOM (Ser)	29	11	20	10	14	35	63	56
ARCOM (Ach)	2	2	3	2	2	0	7	4
ARCOM (Val)	0	1	0	0	0	0	0	1
PURPLE HEART	3	0	1	0	5	3	9	3
TOTAL:	239	387	364	107	121	236	724	730

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

7. (U) Signal: The 18th Aviation Company (Reliable) switchboard has been combined with Evergreen switchboard operated by the 223d Combat Support Aviation Battalion Communications Section. The merger of the two switchboards has eliminated duplication of effort and provides better service to subscribers.

The Battalion Communications Section received the AN/VSC-2 high frequency transceiver. Upon receipt of the transceiver, the communications section had it operational within one hour. This set should enhance the battalion's communications capability to its subordinate units as they acquire the same equipment. Although limited in range the AN/VSC-2 has thus far exceeded expectations.

SECTION II Commander's Observation and Recommendations

Part I: Observations (Lessons Learned)

1. (U) Personnel:

a. ITEM: Requirement for additional Tech Inspectors, MOS 67F20.

DISCUSSION: The reconnaissance airplane companies have aircraft located in fourteen different geographical areas. The companies also have an organic aircraft field maintenance capability. In order to properly conduct a quality control program at the field maintenance site plus monitor maintenance at the many outlying locations, the companies require a minimum of three fixed wing aircraft inspectors, MOS 67F20. It has been necessary to give OJT to an airplane repairman in order to maintain a minimum quality control program of unit aircraft maintenance. Current authorization provides for two personnel in MOS 67F20. Because of the wide dispersal of the Birdog units in Vietnam, these technical inspectors are required to maintain aircraft maintenance quality control.

OBSERVATION: Future MTOE's devised for RAC's operating in Vietnam should reflect this requirement.

b. ITEM: Infusion Program

DISCUSSION: During the past quarter, the reconnaissance airplane companies have experienced a forty percent turn-over in assigned aviator personnel. Within this forty percent only eighteen percent have been rotated to CONUS due to DEROS. The other twenty two percent have been transferred as a result of infusion programs and levies for other job assignments throughout the command. The continual movement of aviator personnel

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

has a very detrimental effect on the unit's capability to perform the assigned mission of visual reconnaissance, creates an unnecessary administrative burden due to repeated changes in the command structure and has an adverse effect on unit morale and esprit de corps. The present policy of forming O-1 units in CONUS and sending them to Vietnam as a unit might be beneficial for unit integrity but actually creates additional problems. The major adverse effects are:

- (1) O-1 companies lose experienced aviators which results in a corresponding decrease in mission effectiveness.
- (2) Increase in administrative and training requirements which further adversely affect company sized units.
- (3) Non-productivity of aviators until knowledgeable of area of operation. For those on a DEROS exchange this has taken approximately three to four weeks. For new aviators in-country the period of time increases to six weeks.
- (4) Expressed dissatisfaction by supported ground commanders, since it is their operations that are most effected.

OBSERVATION: In order to reduce personnel turbulence, minimize or eliminate DEROS "humps", the O-1 and even U-1, aviator personnel should be sent to established units in Vietnam, through the normal replacement system, prior to unit equipment being moved. Aviators would be assigned to operational units and become proficient in-country while a small (Approximately four officers and 10 enlisted men) rear party prepares the units equipment for movement to Vietnam. If required, civilian assistance could be used in CONUS to complete necessary requirements. By the time the equipment arrived, the company headquarters could be established and prepared to become operational. Aviators in other companies, who have been sent through the normal replacement process and are excess to USARV manning levels, could then be transferred to the new unit. This would:

- (1) Minimize personnel turbulence.
- (2) Minimize or eliminate DEROS "humps".
- (3) Retain a high degree of stability in personnel supporting ground troops within their own area.
- (4) Greatly reduce administrative and training burdens.

16

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

(5) Give to all areas more continuity to the visual reconnaissance effort.

c. ITEM: Personnel Levy (Personnel Turbulence)

DISCUSSION: During the quarter, an increase of personnel levies has caused more than normal personnel turbulence. An increase in levies has taken qualified aviators from the O-1 units, leaving these units with inexperienced aviators. Also, a lack of U-1 qualified aviators has caused personnel turbulence within the battalion in an attempt to keep U-1 qualified personnel available to the 18th UAC.

OBSERVATION: Timely and appropriate placement of new arrivals in-country could prevent a major part of this turbulence.

2. (C) Operations:

a. ITEM: Need for trained observers on all visual reconnaissance flights.

DISCUSSION: In order to have an effective visual reconnaissance program throughout the II Corps Tactical Zone, trained aerial observers must be available for each flight. From a safety point of view the pilot should not be expected to do the work of both aviator and observer. He is concerned mainly with flying the aircraft and his attention is divided among many different areas.

Although three aerial observer schools have been conducted by units of the battalion, there still exists a critical shortage of qualified aerial observers throughout the provinces of II Corps. Many ARVN officers who were trained for observer duties have been diverted to other duties, while others are simply disinterested in the visual reconnaissance program as evidenced by their chronic tardiness for flights and lack of preparation--no maps, weapons, etc. Crew chiefs, cooks, clerks and other untrained personnel are currently utilized on many flights due to the shortage of trained observers. As a result much vital intelligence information is overlooked and on the other hand personnel are taken from their primary duties to act as observers.

In order to have an effective visual reconnaissance program it is imperative that the same terrain be kept under constant surveillance by the same observer and pilot. This observer must be available on a daily basis, and only then will the aviator/observer team be able to truly function as a team.

CONFIDENTIAL

17
CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

OBSERVATION: Trained observers are essential for the visual reconnaissance program.

b. ITEM: Use of M-26 hand grenade and rifle adapted launcher in an anti-aircraft role by Viet Cong in Phu Yen and Binh Dinh Provinces, Republic of Vietnam.

DISCUSSION: Pilots first thought the air bursts observed were mortars. However, captured documents substantiate that the M-26 is fired from a rifle with an adapted launcher. To date, no aircraft have been damaged by this weapon. The round usually detonates approximately 200 feet above the ground. Captured documents and equipment indicate that the VC consider this weapon to be effective against light observation aircraft and helicopters.

OBSERVATION: Aviators must be aware of this anti-aircraft threat.

c. ITEM: Aerial Delivery of Leaflets.

DISCUSSION: Often during this type of operation, the material being dropped is blown back into the tail surface of the aircraft. This can easily become a safety hazard if the material becomes lodged between the elevator and the horizontal stabilizer.

OBSERVATION: Extension of 30° - 40° of flaps greatly increases the angle of down wash which causes the leaflets to drop well below the tail surfaces. Also, if the leaflets are banded loosely with a rubber band they will hold together long enough to completely clear the aircraft before dispersing.

d. ITEM: Navigation and terrain avoidance equipment in the OV-1 aircraft.

DISCUSSION: The installation of TACAN equipment to provide reliable navigation and the installation of terrain avoidance radar to provide a capability to descend in valleys in order to remain within system limitations would greatly enhance mission success. A terrain avoidance radar coupled with the auto-pilot would allow a reasonably constant altitude to be flown over the terrain which would result in greater intelligence being gained by the Infrared System and would greatly improve the success of night surveillance missions in mountainous terrain.

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

OBSERVATION: A TACAN receiver installed in the OV-1 aircraft would greatly improve the ability to navigate during the hours of darkness and would allow many targets to be completed that would otherwise be unsuccessful when the doppler system failed or proved inaccurate as it does on approximately fifteen to twenty targets per month. A forward looking terrain avoidance radar coupled with the auto-pilot system would allow constant terrain clearance altitude to be flown and would greatly increase the intelligence information gained from the infrared system.

e. ITEM: Employment of the AN/TAQ-1A infrared data terminal station in the central highlands of the RVN (OV-1).

DISCUSSION: The line of sight limitation of the transmitter for the AN/TAQ-1A Data Terminal Station causes the system to be practically useless when used in mountainous terrain. On the majority of the infrared surveillance flights conducted in the II Corps area of operations, line of sight cannot be maintained as altitude over targets is low and secure areas where the station could be placed are located in valleys or along the coast rather than on high ground. The limited range of the air to ground transmitter further reduces the ability to effectively employ the system in the central highlands. Only one area in the II Corps AO is conducive to adequate employment and that is in the plateau area southwest of Pleiku. Only about five percent of the infrared missions flown by this unit are in this area, and therefore it is uneconomical to employ the system for this small percentage of targets.

OBSERVATION: The AN/TAQ-1A Infrared Data Terminal Station cannot be effectively employed or utilized in the present counter insurgency type actions being conducted in the central highlands of South Vietnam. This is primarily due to the line of sight and range limitations of the transmitter. They can best be employed in the delta or flat lands of the Republic of Vietnam.

f. ITEM: Doppler Inaccuracies

DISCUSSION: Infrared missions each month either abort or fail to get sufficient coverage on approximately twenty targets due to doppler inaccuracies or failure. The reason for the problems experienced has not been pin-pointed to date, but indications of excessive vibration caused by the M3A1 steel planking runway and taxiway are present. Sets will operate in most cases successfully for a period of twenty days and then complete re-alignment and adjustments must be made. Parts resupply for doppler components is also very slow.

CONFIDENTIAL

19

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

OBSERVATION: Doppler failures and inaccuracies have caused numerous target aborts. It appears that some environmental condition is a possible cause of this. Indications are that vibration of runway and taxiway at Phu Hiep AAF may contribute to this difficulty.

g. ITEM: Observers, MOS 26E20

DISCUSSION: Observers arriving in the 225th SAC are mission ready and trained for IR and SLAR assignments. The Combat Surveillance School at Fort Huachuca, Arizona is doing an exemplary job in training personnel for MOS 26E20. To date all new observers have required only a unit orientation and tactical briefing prior to assuming their duties as an observer.

OBSERVATION: None

h. ITEM: Care and cleaning of RO-166, Rapid Data Processor.

DISCUSSION: The use of a 3 CFM air compressor in cleaning of processor rollers has reduced in-flight failures of the rollers. The MK 662 cleaning kit does not have sufficient bellows equipment to force water or air through the rollers to clean them properly. The use of the air compressor to "blow out" the roller prior to a mission does away with moisture from condensation in the rollers. The dry roller allows a clear print on the radar map instead of a fog or dark print due to a diluted mixture of developer when the roller is not completely dry.

OBSERVATION: The use of water under pressure as well as air to clean and dry rollers reduces in-flight failure of rollers. The dry storage of rollers helps reduce fungus causing blockage of roller.

i. ITEM: Employment of OV-1B (SLAR) Aircraft

DISCUSSION: The OV-1B (SLAR) Aircraft are employed tactically in II Corps of RVN for surveillance of the coastlines nightly and strategically on the international boundaries on an "on call" basis.

OBSERVATION: The SLAR is not effective in the central area of II Corps due to not being able to penetrate the jungle canopy. There are no restricted free fire areas or curfew inland. The effectiveness of area search under these conditions is very limited. Along the coast in a tactical role the SLAR has enabled the Navy to increase their coastal surveillance mission by having positive information on all coastal traffic nightly. On the international boundaries, no targets have been observed to date.

20

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

j. ITEM: Supported units lack of knowledge of capabilities and limitations of IR System (OV-1).

DISCUSSION: Many units in the corps area are not aware of the capabilities and limitations of the AN/UAS-4A infrared system. As a result many targets requested have little chance of completion due to terrain and weather factors. Because of this lack of knowledge, a briefing has been conducted at the corps monthly intelligence conference and a unit briefing team is being organized to travel to supported units to overcome the above deficiency.

OBSERVATION: The lack of knowledge of the capabilities and limitations of the infrared system on the part of supported units can be temporarily overcome through briefings. This must be a continuing process, however, since S-3 and G-2 sections experience a continual turnover of personnel.

k. ITEM: Camera System KA-30 (OV-1)

DISCUSSION: The Visual Reconnaissance Platoon has experienced difficulty with the Thompson Optics Version of the KA30 camera body drive system. The drive clutch cannot keep up with film speed while operating at 500 feet and below, at speeds exceeding approximately 220 knots. Malfunctions have been experienced with the computer set on 1000 feet and 200 knots. All of the eleven failures experienced during the period 8-21 September 1967 were attributed to film jamming due to the failure of the take-up reel drive system to take-up the required amount of exposed film.

OBSERVATION: Experience of this unit indicated that the Thompson Optics Version of the KA-30 camera system does not perform as well as the original Chicago Aerial KA-30. The two Chicago Aerial Systems in this unit have operated with 100% reliability.

l. ITEM: Use of O-1 aircraft for command and control ship in connection with ground operations.

DISCUSSION: O-1 aircraft are being utilized as C&C ships for "Eagle Flights" in the Kontum Province. "Eagle Flights" are combat assaults by a ready, standby unit on targets of opportunity, or areas of suspected enemy activity. The size of the unit is usually company size or smaller (ARVN), airlifted in 6 to 9 UH-1 aircraft. The flight can in most instances be placed into the selected LZ in one wave. The targets are known enemy personnel detected during the course of a routine visual reconnaissance mission or areas determined to be likely enemy base camps, etc. The use of the O-1 in this capacity has proven highly satisfactory. The O-1 can remain on station for three hours and the aviator's familiarity with the AO

CONFIDENTIAL

21

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

offers numerous advantages. These are: (1) a thorough knowledge of enemy movement in the AO acquired through daily VR of the AO, (2) pilot can rapidly fix positions with six digit coordinates and (3) the pilot can readily call artillery, tactical air, and Army gunships if needed, and control these as the command and control observer sees fit. The C&C observer has two FM radios and one UHF radio available on board. The two FM radios can be utilized for automatic radio relay if desired. Compared to other aircraft, the O-1 is less costly to operate and requires less maintenance, thus less down time.

OBSERVATION: The O-1 aircraft is efficient and economical as a Command and Control ship for small unit operations.

m. ITEM: Survival Equipment

DISCUSSION: Aviators of this battalion are experiencing difficulty in obtaining full aft right travel on the control stick due to the new "leg type" survival kit, FSN 8465-201-0741, being strapped to the leg. The US Air Force survival vest, mesh type, FSN 8415-933-6231, can be modified to accommodate all the survival equipment contained in the "leg type" kit, plus survival maps, survival radio, pistol or revolver and ammunition. The vest will comfortably fit over the protective flak vest or armor breast plate.

OBSERVATION: This modification, which has been adopted by several units of this battalion, provides a satisfactory method of carrying survival equipment and removes the survival kit from the leg thereby eliminating this safety hazard. (See incls 1 & 2)

n. ITEM: Panoramic aerial photographs of airmobile operational areas.

DISCUSSION: Prior to a battalion size airmobile helicopter assault operation, an OV-1 aircraft of the 225th Surveillance Airplane Company was used to take a panoramic oblique photograph of the area to be assaulted. The aerial photograph was taken by the Fairchild-Hiller KA 60 nose mounted camera. The photograph was taken at the altitude and from the direction of the intended helicopter flight path, and included the landing zones. The photograph was used to pre-brief the helicopter aircrews and provided a clear unmistakable view of the operational area, and reduced pre-operation reconnaissance flights and confusion during the operation.

OBSERVATION: Oblique panoramic aerial photographs can be used to considerable advantage by airmobile forces.

3. (U) Training and Organization: None

CONFIDENTIAL

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

4. (U) Intelligence:

a. ITEM: Inadequate debriefing of pilot-observer team by qualified S-2 personnel immediately following each visual reconnaissance flight.

DISCUSSION: There exists throughout the provinces of II Corps a definite need for qualified personnel to debrief the pilot-observer team following each flight. Approximately five hundred significant intelligence sightings are turned in weekly by the three O-1 companies operating in II Corps. These sightings are turned in either by spot reports as they occur or in writing to sector personnel daily. The sightings are then forwarded to II Corps G-2 Air where they are consolidated and transmitted on the following days intelligence summary. It is not possible to predict how much vital intelligence information is lost due to the lack of timely debriefing of pilots and observers by qualified S-2 personnel. In a few sectors (Kontum, Dalat) debriefings are conducted by qualified S-2 personnel and the results have been outstanding. However, in some of the provinces of II Corps, adequate debriefing procedures have not been established by Sector Personnel. The duty of the pilot and observer is to gather the intelligence information, but the responsibility should not be placed on them to determine what information is important and what is not as they are not aware of the entire intelligence picture.

OBSERVATION: By stationing qualified S-2 personnel at each sector headquarters, with the primary mission of debriefing, pilots and observers returning from each mission could receive an adequate debriefing.

b. ITEM: Intelligence information available to US Forces moving into one or more of the II Corps Provinces to begin a Tactical Operation.

DISCUSSION: The most detailed up-to-date intelligence information sources available to US Forces moving into one of the II Corps provinces is the Sector S-2. Prior to moving into an area the division or brigade S-2 should request an intelligence briefing from the Sector S-2. This briefing is at times not requested by US Forces and on one occasion was offered by the Sector S-2 and turned down by a US brigade S-2. The 1st Aviation Brigade Operations Manual states that the basic agency for collecting and monitoring intelligence in RVN is the sector headquarters and that the sector S-2 advisor should be consulted prior to planning and executing an operation in that sector. Although the above quote was taken from the 1st Aviation Brigade Operations Manual and applies only to Brigade units it is reasonable to assume that other US units would desire the same up to date intelligence information.

OBSERVATION: Current intelligence information is available from Sector S-2 personnel.

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

5. (U) Logistics:

a. ITEM: Protective clothing for personnel arming 2.75" rockets (O-1)

DISCUSSION: There has been two accidental firings of the 2.75" rockets during arming. In one instance, the crew chief was protected by an APH-5 flight helmet with visor down, fatigue jacket with sleeves rolled down, and heavy duty work gloves. During the accidental firing, the crew chief's hands and face were within inches of the rocket motor but due to the protective clothing he was wearing, he suffered no burns. The helmet also protected his ears from the motor blast noise.

OBSERVATION: Utilization of this readily available clothing and equipment for this purpose is a sound safety practice.

b. ITEM: Engine Oil Leaks

DISCUSSION: This unit has experienced many oil leaks where the engine driven oil pump mounts onto the engine accessory case.

OBSERVATION: The leaks have been stopped by locally manufacturing a fiber gasket and installing it at the back of the oil pump. This gasket is identical to the one found on engines which are overhauled and returned to service by ARADMAC depot, Corpus Christi, Texas.

c. ITEM: Drain Adapter, Fuel P/N 0600-941-8721.

DISCUSSION: Some O-1 aircraft are modified with self-sealing fuel tanks. On these tanks, the drain adapter, fuel P/N 0600-514-54, FSN 1560-941-8721, is made of very soft aluminum and can easily be stripped out when removing and installing the valve, drain, fuel P/N 127B, FSN 2915-624-6950, located at the bottom of the aircraft firewall.

OBSERVATION: Maintenance personnel must exercise caution when removing and installing the fuel drain valve.

d. ITEM: Housing, Push Rod, P/N 534603, FSN 2810-396-3861.

DISCUSSION: The 183d Reconnaissance Airplane Company has received four O-470-11B engines to fill requisitions for O-470-11A engines, FSN 2810-064-6520. Three of these engines are equipped with housing, push rod, P/N 534603, FSN 2810-1396-3861 and spring push rod, P/N 626147, FSN 2810-072-4625. These assemblies are commonly found on the O-470-15 engine, FSN 2810-600-4663.

OBSERVATION: This unit has found that the housing, push rod P/N 531183, FSN 2810-210-5297, normally used on the O-470-11A engine is interchangeable with the new items found on the O-47C-11B and O-470-15 engine and there is no need to stock both types of push rod housings in the unit ASL, (Authorized Stockage List).

24

CONFIDENTIAL

AVCD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

6. (U) Other

a. ITEM: FM Emergency General Frequency.

DISCUSSION: The O-1 aircraft in Vietnam are equipped with two FM receiver/transmitters and one UHF receiver/transmitter. The majority of missions for the O-1 aircraft are conducted on FM frequencies and often in areas where UHF is ineffective due to terrain interference.

OBSERVATION: An FM emergency "guard" frequency common to all towers and flight following facilities would facilitate the making of an emergency call to radios monitoring the FM guard channel. It is also valuable in the event the only UHF airborne radio becomes inoperative, leaving the pilot without any guard capability. Presently, an aircraft with an inoperative UHF radio is reported not mission ready even though the two FM radios are operating.

Part II Recommendations

1. (U) Personnel:

ITEM: Reference Section II, Part I, paragraph 1a, requirement for additional Technical Inspectors, MOS 67F20.

RECOMMENDATION: That the current TO&E be modified so as to authorize each O-1 company three slots for a 67F20 MOS (Technical Inspector).

2. (C) Operations:

a. ITEM: Reference Section II, Part I, paragraph 2a, need for trained observers.

RECOMMENDATION: That II Corps assist ARVN personnel in establishing observer schools, and that graduates of these schools be assigned the primary duty as aerial observer for a minimum of one year.

b. ITEM: Reference Section II, Part I, paragraph 2b. Use of M-26 hand grenade and rifle adapted launcher in an anti-aircraft role by the Viet Cong.

RECOMMENDATION: Dissemination of this information to other units.

c. ITEM: Reference Section II, Part I, paragraph 2d. Navigation and Terrain avoidance equipment in the OV-1 aircraft.

RECOMMENDATION: Install TACAN equipment in all OV-1 aircraft.

CONFIDENTIAL

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AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

d. ITEM: Reference Section II, Part I, paragraph 2e. Employment of the AN/TAQ-1A.

RECOMMENDATION: The AN/TKQ-2 SLAR and An/TAQ-1A IR ground link terminal stations should be transferred to units operating in terrain more suitable for their use.

e. ITEM: Reference Section II, Part I, paragraph 2i. Employment of OV-1B SLAR aircraft.

RECOMMENDATION: (1) Establish curfews, free fire areas and restricted areas inland and along coast.

(2) Give SLAR priority of effort with Navy to permit immediate response by Navy of SLAR spot reports.

f. ITEM: Reference Section II, Part I, paragraph 2j. Supported units lack of knowledge of capabilities and limitations of IR systems.

RECOMMENDATION: (1) Insure S-2 and G-2 Air personnel receive training in this field.

(2) OV-1 unit liaison officer at supporting unit headquarters (i.e. IFFV G-2 Air) be highly knowledgeable individual in the total aerial surveillance system and continually advise G-2 Air personnel as well as all requestors on Mohawk sensor capabilities and limitations.

g. ITEM: Reference Section II, Part I, paragraph 2k. Camera system KA-30.

RECOMMENDATION: That the Thompson Optics Version of the KA-30 Camera system be modified to insure proper operation of the take up reel drive, or that these cameras be replaced by the Chicago Aerial KA-30 system.

3. (U) Training and Organization: None

4. (U) Intelligence

a. ITEM: Reference Section II, Part I, paragraph 4a. Inadequate debriefing of pilot observer teams by qualified S-2 personnel immediately following each visual reconnaissance flight.

RECOMMENDATION: Request that II Corps station qualified S-2 personnel at each sector headquarters to debrief pilots and observers at the completion of each visual reconnaissance flight.

CONFIDENTIAL

AVGD-DE

14 November 1967

SUBJECT: Operational Report for Quarterly Period 31 October 1967

b. ITEM: Reference Section II, Part I, paragraph 4b. Intelligence information available to US Forces moving into one or more of the II Corps Provinces to begin a tactical operation.

RECOMMENDATION: US Forces should request a briefing by appropriate sector S-2's prior to beginning a tactical operation in II Corps.

5. (U) Logistics:

a. ITEM: Reference Section II, Part I, paragraph 5a. Protective clothing for personnel arming 2.75" rockets (O-1).

RECOMMENDATION: That personnel arming 2.75" rockets on O-1 aircraft be equipped with minimum protective clothing consisting of APH helmet, or equivalent, with visor, long sleeved jacket and leather gloves to completely cover exposed hands and forearms.

b. ITEM: Reference Section II, Part I, paragraph 5b. Engine oil leaks.

RECOMMENDATION: That information concerning the locally fabricated oil pump gasket be disseminated to all using units.

6. (U) Other: None

2 Incl

- 1 - Sketch Survival Vest (Ft View)
- 2 - Sketch Survival Vest (Rear View)

Leslie H. Gilbert

LESLIE H. GILBERT
LTC, CE
Commanding

DISTRIBUTION:

- 3 - ACSFOR DA
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- 3 - CG USARV
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27
AVOD-SC (15 Nov 67)

1st Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967

HEADQUARTERS, 17TH COMBAT AVIATION GROUP, APO 96240 28 Nov 67

TO: Commanding General, 1st Field Force Vietnam, APO 96240

1. (U) The 225d CSAB Operational Report for Quarterly Period Ending 31 Oct 67 is forwarded for information and action as necessary.

2. (C) This Headquarters has reviewed the report and concurs with the following exception: Reference Personnel item in Section II, Part II, para 1; Non-Concur. Recent Group relocation of O-1 assets has alleviated this requirement through reduction of ~~of~~ location of O-1 units. Adequate maintenance supervisors are provided by MTOE (Submitted Oct 67) to insure quality control. This is substantiated by an average aircraft availability in excess of 90%.

FOR THE COMMANDER:



A. H. KRAFF II
MAJOR, Infantry
Adjutant

26

CONFIDENTIAL

Downgraded at 3 year intervals
Declassified after 12 years
DOD DIR 5200.10

AVFA-GC-OT (14 Nov 67)

2d Ind

SUBJECT: Operational Report - Lessons Learned for Quarterly Period Ending
31 October 1967 RCS CSFOR-65 UIC WDZKAA 223d CSAB (U)

HEADQUARTERS, I FIELD FORCE VIETNAM, APO 96350

TO: Commanding General, 1st Aviation Brigade, APO 96307 17 DEC 1967

This headquarters has reviewed the 223d Combat Support Aviation Battalion Operational Report - Lessons Learned for the quarterly period ending 31 October 1967 and concurs with the recommendations and observations as modified by the previous indorsement.

FOR THE COMMANDER:



JAMES P. GASTON

Captain, AGC

Assistant Adjutant General

29
AVBA-C (14 Nov 67)

3rd Ind

SUBJECT: Operational Report for Quarterly Period 31 October 1967
(RCS CSFOR-65) UIC WDKAA (U)

DEC 28 1967

HEADQUARTERS, 1ST AVIATION BRIGADE, AFO 96384

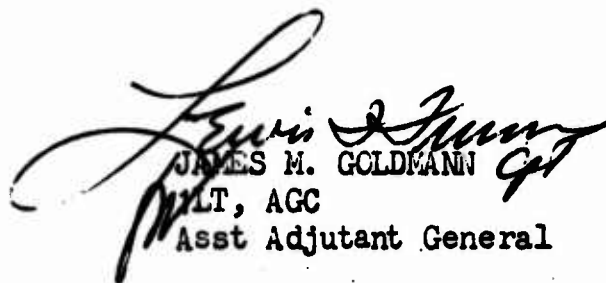
THRU: Commanding General, US Army Vietnam, ATTN: AVHGC-DST, AFO 96375
Commander in Chief, US Army Pacific, ATTN: GPOF-OT, AFO 96558

TO: Assistant Chief of Staff for Force Development, Department of the Army
(ACSFOR DA), Washington, D.C. 20310

1. This headquarters has reviewed subject report of the 223d Combat Support Aviation Battalion, considers it to be adequate and concurs with the contents as indorsed.

2. The following additional comment is considered pertinent: Reference Section II, Part I, para 5a and b, page 24; this headquarters will obtain additional information concerning these observations and will publish the information in the monthly supply and maintenance letter.

FOR THE COMMANDER:


JAMES M. GOLDMANN
WLT, AGC
Asst Adjutant General

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30.

AVHGC-DST (14 Nov 67) 4th Ind (C)
SUBJECT: Operational Report for Quarterly Period 31 October 1967
(RCS CSFOR-65)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO 96375 23 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1967 from Headquarters, 223d Combat Support Aviation Battalion (DLKA) as indorsed.

2. (C) Pertinent comments follow:

a. Reference item concerning AN/ARN-52 TACAN, page 15, paragraph 2d: Concur. Limited quantities are available in RVN in units equipped with U-21 and OV-1 aircraft. The distribution plan for the TACAN receiver includes units of the 223d Battalion.

b. Reference item concerning terrain avoidance radar for OV-1 aircraft, page 15, paragraph 2d: Nonconcur with requirement as stated. The stated requirement for a terrain avoidance radar is contradictory. A terrain avoidance radar coupled to the auto-pilot would not allow for a reasonable constant altitude to be maintained unless the aircraft were flown at sufficient altitude to clear all terrain obstacles. To obtain suitable IR and especially SLAR imagery, the aircraft must be maintained in a stable altitude along a constant track. For aircraft flying below obstacle heights, the aircraft would be required to bank and climb, destroying the IR and SLAR readouts. Aircraft flown at sufficient altitude to clear all terrain obstacles need only engage the altitude hold mode of the auto-pilot in order to maintain a constant barometric altitude. A terrain avoidance radar is a stated requirement in Combat Development Objectives Guide, however, a suitable system has not been developed to meet this requirement. If a requirement exists for this type of equipment in RVN, an ENSURE action should be submitted by the unit with suitable justification.

c. Reference item concerning improved methods for cleaning rollers of the block assembly of the RO-166 SLAR imagery recorder, page 17, paragraph 2h. Improved methods for cleaning the RO-166 rollers should be submitted by the using unit as an EIR to ECOM.

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AVHGC-DST (14 Nov 67)

SUBJECT: Operational Report for Quarterly Period 31 October 1967
(RCS CSFOR-65)

d. Reference item concerning the Thompson Optics version of the KA-30 camera, page 18, paragraph 2k; and page 23, paragraph 2g: Concur. Difficulties encountered with the Thompson Optics version of the KA-30 camera drive system have been reported by other Mohawk units. Equipment deficiencies should be submitted as an EIR to ECOM. KA-30 cameras are included in the closed loop maintenance support system. Two cameras will be evacuated each month to CONUS for rebuild.

e. Reference item concerning supported units lack of knowledge of capabilities and limitations of IR system, page 23, paragraph 2f: Concur. The lack of properly trained G2/S2 Air personnel has been identified as an important shortcoming of the reconnaissance system in Vietnam. The recently completed USARV pamphlet on the utilization of the aerial surveillance company, when distributed, will provide adequate information about the AN/VAS-4A system for the G2/S2 Air. The G2 Air Course conducted monthly by the 1st Military Intelligence Battalion (ARS) also provides a means of upgrading the proficiency of G2/S2 Air personnel in all aspects of G2/S2 Air work.

f. Reference item concerning intelligence information available to US Forces moving into new areas to begin tactical operations, page 24, paragraph 4b: Concur. The province S2 and the district S2 have the latest available information concerning the conditions and VC situation within their areas. The Sector Operations Intelligence Center (SOIC) at province level and the District Operations Intelligence Coordination Center (DOICC) provide coordinating points for the exchange of information and conduct of operations within their areas.

g. Reference item concerning protective clothing, page 24, paragraph 5a: Concur that protective clothing should be worn during the arming of 2.75 rockets on O-1 aircraft. It should be noted, however, that AHP-5 helmets were not stocked for that purpose. Field jackets are a regular item of issue to enlisted men and could be used by the armament personnel. Accordingly, heavy leather gloves are a regularly stocked item.

h. Reference item concerning engine oil leaks, page 24, paragraph 5b. Insufficient information is provided concerning what model engine is giving oil leak problems. Action in 3d Indorsement, paragraph 2 is deemed adequate.

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AVHGC-DST (14 Nov 67)

SUBJECT: Operational Report for Quarterly Period 31 October 1967
(RCS CSFOR-65)

3. (U) A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



D. E. TUMAN
Major, AGC
Asst Adjutant General

Copy furnished:

HQ, 223d Cbt Spt Avn Bn
HQ, 1st Avn Bde

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33
GPOP-DT(14 Nov 67)

(U) 5th Ind

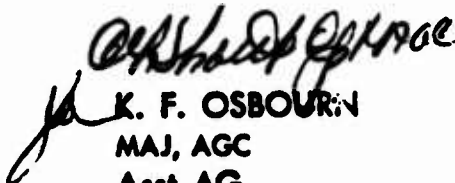
SUBJECT: Operational Report for the Quarterly Period Ending 31 October
1967 from HQ 223d Cbt Spt Avn Bn (UIC: WDLKAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:


K. F. OSBOURN
MAJ, AGC
Asst AG

US Air Force Survival Vest, Mesh Type (Modified) FSN 8415-933-6231.

FRONT VIEW

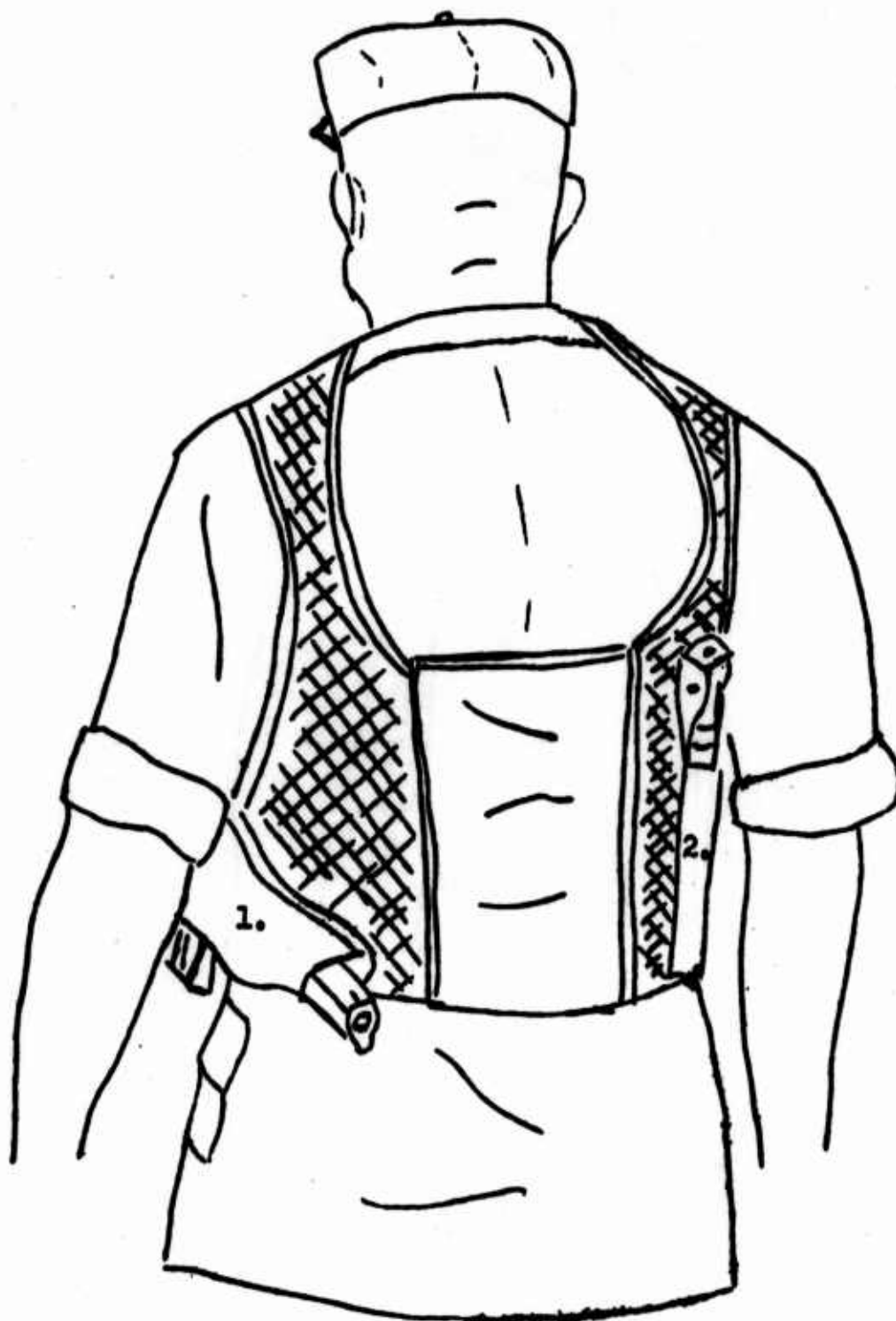


1. Built-in pocket- Used for survival maps (plastic) and strobe light.
2. Built-in-pocket for extra clips for 45 pistol or extra 38 cal rounds.
3. Survival kit, indiv, leg type (attached to vest),
4. Pocket for survival radio, RT 10,
5. Extra flares, hand-held, night/day.
6. Pistol.

Incl 1.

30

REAR VIEW



1. Pistol, cal .45 or cal .38 w/holster.
2. Survival Knife.

Incl 2.

UNCLASSIFIED

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